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Hongkong, 6th May, 1907. 912

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H. P. WHITE,
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Hongkong, 9th May, 1907. 897

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Hongkong, 27th June, 1905. 143

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Correspondents must forward their names and addresses with communications addressed to the Editor for publication, but as evidence of good faith.
All letters for publication should be written on one side of the paper only.
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BIRTH.

On May 16th, at Shanghai, Mrs. PATRICK CAMPBELL, of a son.

MARRIAGES.

On March 21st, at Glasgow, HENRY MACDONALD, chief officer (China Merchant) Steam Navigation Company, Shanghai, to SARAH MACPHER.
On May 15th, at Hongkong, HENRY FRANK, only son of the late E. F. OTTAWAY, I. M. Customs, and Mrs. OTTAWAY, recently of Canton, to ELVINA, second daughter of Y. SCHONWALD, Princess Estate and G. M. Co., Ltd.

HONGKONG OFFICE: 10A, DES VUEX ROAD, CL.
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The Daily Press.

HONGKONG, MAY 22ND, 1907.

THE question of appeals from decisions in the Colonial Courts to the Privy Council, which was among the subjects at the Colonial Conference, is one upon which there is room for a diversity of opinion; but the view which is likely to be taken by those practically conversant with the existing system, is certainly in favour of some more convenient mode being adopted for the ultimate decision of such cases. On the one side, it may fairly be urged that it is desirable that the highest judicial tribunals should be open to all British subjects, no matter in what part of the Empire they may be domiciled, and that it is a serious thing to deprive them of the inherent right of every British subject to appeal to the Crown. These well established views, however, like most merely abstract principles, have to be modified in accordance with changes in the circumstances to which they have to be applied. In point of fact they have already been modified to the extent of a value limit being placed upon the cases which, in various Colonies, are appealable to the Privy Council, without special leave. But, even with this restriction, it has been found that the number of cases that have to be dealt with is of a burdensome character, and that

an appeal usually means an amount of delay which is a serious inconvenience to the parties and which detracts greatly from the benefits of being able to appeal from the decision of the highest local Courts.

In some of the Colonies the question has been mooted whether a final tribunal of appeal could not be established on the spot; and in some instances there would seem to be little doubt that the step would be advantageous. It could of course only be adopted in Colonies of some magnitude such as Australia, Canada, and South Africa, where the number of judges is sufficient to form a Bench which would be sufficiently strong to undertake work of so much importance efficiently and to the satisfaction of the general public. Where however, this is the case, a change in the direction indicated would certainly seem to be desirable and would be generally welcomed. It would ease the Judicial Committee of the Privy Council of a great deal of work which is now felt to be oppressive. It would save much time to litigants, and, speaking generally, would no doubt result in final decisions which would commend themselves to the Colonies concerned, as being in accordance with the decisions of their ordinary Courts, and with precedents with which the people in the respective places had become familiar. No doubt such a system would tend at times to some modifications in regard to established principles, where there might be room for different interpretations of them; but this would not in practice prove any serious inconvenience. The same thing occurs in respect to the existing Colonial Supreme Court whose decisions are taken as precedent in future cases in the respective Colonies—though possibly slightly differing from what might have been the decision in an English Court upon some moot point. Absolute uniformity, except upon fundamental principles, cannot be secured all over the Empire, however attractive upon abstract considerations this may appear.

It might probably be advisable as a means of preventing any serious mistake that arrangements should be made where the interests involved are of a large character that appeal should still be allowed to the Privy Council, especially in any case where, as may occasionally happen, home interests as well as Colonial interests are involved. It would not however, be difficult to frame a rule to meet this contingency, while still leaving the final decision of any cases that would ordinarily arise to a local Appeal Court.

With respect to Crown Colonies the matter stands, no doubt, upon a different footing. Ordinarily there are not sufficient Judges in such Colonies to make it possible to establish a Tribunal which could act as an Appeal Court from the decisions of the Supreme Court of the Colony, though it has been suggested that something might be done in this direction by an arrangement for the Chief Justices of Crown Colonies near to one another meeting periodically as an Appeal Court. The idea was thrown out some years ago that the Chief Judges of Hongkong, Singapore, and of the Supreme Court at Shanghai might meet periodically in this manner to hear and determine cases on appeal from either of those Courts. Nothing came of the suggestion and probably it was found there were some reasons at the time against such an arrangement—one obvious one being that in all such cases one of the Judges on the Appeal Court would have been a Judge who had already dealt with the case. As the matter of appeals generally will, no doubt, be carefully considered again by the Home Government, it is not impossible that the above-named suggestion may be revived, and if a sufficiently strong Bench could be secured in some such manner, it would be a great advantage in saving of time and expense.

The English Mail of the 20th April was delivered in London on the 18th instant. Gouzon Francois, a seaman from the *Amiral Dupuy*, was fined \$150 at the Magistracy yesterday for refusing to pay riches hire.

For stealing a sheet of copper plate, the property of Charles Campbell, of the Bowington Engineering Works, a native was sentenced by Mr. Hazeland yesterday to three weeks' hard labour and six hours' stocks.

When giving evidence in the murder trial at the Supreme Court yesterday, a witness told Dr. Ho Kai, counsel for the defence, that she did not count the number of bodies in a room because "she was so frightened that she could not keep her body and soul together."

Plague is raging in Formosa with increasing virulence. A telegram from the Formosan Government to the Home Department, received on May 6th, states that on that day 27 fresh cases had been reported, bringing the total for this year up to 1,237.

Last week there were nine plague cases. Adding cases reported since, the total is now 42 cases, 34 fatal. Smallpox cases last week numbered twelve, including a European case imported from Singapore. There were eight fatalities.

The British and American Consuls at Tairou (Dai) have suggested to the Japanese Administration there that the lower-class Chinese shall be segregated within a special enclosure, on the ground of their insubordinate methods, which are detrimental to the public health.

A private letter to Shanghai states that H. E. Tein Chun-huen (Shum) has made himself unpopular with the Princes and high Ministers in Peking that he is avoided by them as much as possible. In consequence of this Shum is said to be seriously thinking of again asking for a provincial appointment.

Francis Maloney, a seaman belonging to the *Sovig*, was charged before Mr. Hazeland at the Magistracy with being drunk and disorderly and assaulting P. C. Cooper. Defendant was found on Saturday in Wellington Street engaged in the favourite pastime of drunken seamen chasing richa coolies—and when the constable interfered he struck him. He was fined \$5.

When a boy eleven years old appeared before Mr. Hazeland at the Magistracy yesterday, Mr. Otto Kong Sing, solicitor, stated that the boy was too young to know what he was doing, but his Worship would not accept such a statement. Mr. Otto Kong Sing then asked his Worship not to send him to prison. "I don't intend to, but he is going to be whipped." And so he was. He received twelve strokes with the birch rod, and was detained for 48 hours.

Concor Chao Chiding, who some days ago impeached Prince Ching and his son, Duke Tai Chen on a charge of bribery, in respect of Tls. 100,000 presented to Prince Ching and a singing girl presented to Tai by Tuna Chikui, the ex-Governor of Heilungkiang, has been cashiered, his charge not holding good. The Imperial Edict, by which this has been announced, adds that in future all memorials of officials against each other must be furnished with legal proofs.

The anti-Japanese feeling which runs so high in Tientsin is now being itself with Japanese intrusion into the fishing industry on the coast there, says an exchange. Owing to the inefficiency of the coastguard service, the native fishermen have had to contend fruitlessly against Chinese poachers. The situation is now worse owing to Japanese threatening to strike in. Chinese junks are fishing along the waters of the Gulf of Tientsin. The fish they catch is salted and taken to China. Most of these junks manage to escape the notice of the Tientsin Customs Department. They carry off part of the productive wealth of the Colony for the benefit of Chinese ports. The Colony is the poorer by the profits they make in the fishing industry. The danger from the Japanese however, quickens a demand for restrictive legislation so as to prevent alien fishermen from playing their calling within the international territorial limits of the coast.

The game of billiards forms such an important feature of the recreations of the Far East that it is of particular interest to note that an important experiment is soon to be made with the object of testing the qualities of the oral billiard table. It seems that many of the leading amateur and professional players in London all practically agreed that the oval table would certainly appeal to the majority of players, owing to its novelty, while it would, in addition, provide a new and interesting field for spectacular play. The one great difficulty standing in the way—Was it worth building the first table?—has now been overcome, for Mr. Fred Cox, the head of the well-known firm of Messrs. Cox and Yarnall, has promised to produce a table and offer inducements to the leading professionals to try it. Mr. Cox fully realises the fact that a revolution in angle-knowledge will be necessary before any player can hope to become efficient. Still he is convinced that the time has arrived when a change might be beneficial. When the new table is ready all the leading players will be invited to try it, and a substantial prize will be given to the player who accomplishes the best performance.

SHE "NODDED AND SMILED."

VICEROY SHUN FETTERED.

With regard to the denunciation of Tein Chun-huen (Shum) against Governor Tang Shao-yi the other day, the *N.C. Daily News* learns that the denunciation came about in the following manner:—In one of Tein Chun-huen's audiences before their Majesties, the Empress Dowager asked him what he thought of Tang Shao-yi. In reply Tein said "Tang Shao-yi is a very able diplomat, but I am afraid his abilities fall short of those necessary for a Governor of a province to possess." On a Governor of an audience of the Grand Council, her Imperial Majesty repeated the words of Tein Chun-huen to the Grand Councilors and asked them for confirmation of Tein's opinion. A certain Grand Councilor at once replied—"When Tein Chun-huen was Viceroy at Canton, Tang Shao-yi denounced the former for having made a mess of the Canton-Hankow Railway scheme. I would therefore pray your Majesty to use your own judgment and experience as to whether or not Tang Shao-yi possesses the necessary qualifications to become Governor of a province." The Empress Dowager nodded at this reply of the Grand Councilor and smiled a little, but said nothing. This will doubtless finish for the present any further intrigues of Tein Chun-huen, against H. E. the Governor Tang Shao-yi of Peking province, as far as the Empress Dowager is concerned.

A Peking dispatch states that Tein Chun-huen, President of the Yuchuanpu, has denounced Viceroy Chou Fu to the Throne on several counts and has also demanded the latter's dismissal from office. Knowing that many of the charges that have been made by Tein were generally due to jealousy, Prince Ching, whose advice the Empress Dowager asked on the subject, strongly opposed any action being taken against Viceroy Chou Fu and Tein's memorial has accordingly been shelved.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

OBITUARY.

LONDON, May 21st.

Major Edwin H. Conger and Sir Benjamin Baker are dead.

[Major Conger was 64 years of age. He was educated at Lombard University, where he graduated as LL.D. He entered the army, served in the Civil War 1862-65, and became Brevet Major. He was a farmer, stockman, and banker in Iowa, 1865-85; elected to Congress, 1884-91; United States minister to Brazil 1891-95, and 1897-98; United States Minister to China since 1898.]

[Sir Benjamin Baker, K.C.B., K.C.M.G., LL.D., D.Sc., F.R.S., was 67 years of age. He was joint-engineer of Forth Bridge, and consulting engineer of the Nile Reservoir (first class Medjidie).]

[REUTERS' SERVICE.]

THE RUSSO-JAPANESE TREATY.

LONDON, May 19th.

The *Times* Paris correspondent wires that it is stated in diplomatic circles, the Russo-Japanese treaty is likely to be finally concluded in a week or ten days, and the Franco-Japanese treaty about the same time.

PRINCE FUSHIMI'S VISIT.

LONDON, May 19th.

Prince Fushimi was entertained at lunch by the Edinburgh Corporation.

THE UNITED STATES AND JAPAN.

LONDON, May 19th.

Washington states that Mr. Thomas O'Brien, the present Minister at Copenhagen succeeds Mr. Wright as Ambassador at Tokyo in September.

DEFALCATING SOLICITORS.

LONDON, May 19th.

The disappearance of a partner in an important firm of City Solicitors, has led to the discovery of serious defalcations, and has occasioned a number of sensational reports. It is understood that the sum involved does not exceed £100,000, and that the losses which fall on wall-to-do people are already liquidated.

KOWLOON-CANTON RAILWAY.

GOVERNMENT ADVANCE MONEY.

The most interesting item in the agenda of Thursday's meeting of the Legislative Council is a resolution to be submitted by the Hon. Colonial Secretary. It reads: "It is hereby resolved that a sum of two million four hundred and thirty-eight thousand dollars (\$2,438,000) be advanced out of funds in the custody of the Government for the purpose of construction of the Kowloon-Canton Railway (British section) during the year 1907."

BIG BANQUET.

IMPERIAL GATHERING AT ALBERT HALL.

A gargantuan banquet! Two thousand people dining under one roof! The floor of the Albert Hall covered with small tables. Two tiers of boxes, each filled with its own party of diners. Above them hundreds of enthusiastic waiters, dishing up the food. Orders and demands enough for Covent Garden. Orders and decorations everywhere. The 1907 Club was feasting the Colonial Premiers.

The more distinguished guests walked up the hall through two lines of the King's Colonials, to be received by Mr. Balfour and Miss Balfour. The arrival of each Premier was heralded by a fanfare of trumpets, the trumpeters—troopers of the Blues—taking their station afterwards very appropriately immediately behind General of the 2060 came a great calm.

At the high table the Colonial statesmen sat with ex-Cabinet Ministers and great ladies, the Marchioness of Lansdowne, the Marchioness of Salisbury, the Marchioness of Londonderry, and others. Lady Laurier sat on Mr. Balfour's right. Mrs. Deskin on Sir John's left.

The organisation of the mastery—only made possible by the fact that the dishes were mainly cold. The banquet, indeed, went through with a hitch.

Miss Clara Butt sang the National Anthem. A Canadian lady, Miss Edith Miller, beamed on by Sir Wilfrid Laurier, sang "Land of Hope and Glory," and the lastmaster, sonorous and bearded, made the first notable success of the evening in humorously announcing the usual permission to smoke.

For a while the earnestness of the hall seemed to check enthusiasm, but the reading of Mr. Chamberlain's letter brought down the house. The greatest of Colonial Ministers received his meed at the greatest of Colonial banquets.

Mr. Balfour, in proposing the toast of the evening, was obviously handicapped by the size of the building, and Sir Wilfrid Laurier's fiery brilliant speech could not have been heard by a quarter of those present.

Mr. Deskin, however, was successful in reaching the topmost gallery, and his forcible oration raised the audience to its zenith of enthusiasm. Altogether it was a great occasion. The 1907 Club is a party club, but last night's dinner had no party limitations. References to the present Government's desire to meet the wishes of the Colonies were received with respectful cheers.

The home Imperialists were greeting the Imperialists from across the sea.—*Daily Mail*.

Although experience may be a good tutor, the terms are always excessively high. The glory which is built upon a lie soon becomes a most unpleasant embarrassment.

SUPREME COURT.

Tuesday, 21st May.

IN CRIMINAL JURISDICTION.

BEFORE SIR FRANCIS PIGOTT (CHIEF JUSTICE).

THE POKFULAM MURDER.

Chong Tai was indicted on the charge of murdering Yim Hing and Yim Ming at Telegraph Bay, Pokfulam, on March 25th. Prisoner pleaded not guilty, and the following jurors were called:—B. D. Kapteyn, T. Oates, L. S. Greenhill, G. Grant, T. M. Gregory, S. B. Greenfield and F. Graham.

The Attorney-General, Mr. H. H. J. Gompertz, instructed by Mr. G. E. Morrell, Crown Solicitor, prosecuted, and the Hon. Dr. Ho Kai, instructed by Mr. R. Harding, appeared for the defendant.

The Attorney-General stated that accused lived with his mother in a matched at Telegraph Bay. His mother was a planter of vegetables and a rearer of pigs. The accused was a married man, and besides his wife and family, there lived in the matched deceased and several other persons. On March 25th deceased was unwell, and unable to go to work. On the 25th he went out for a time, but eventually had to return to bed. While he was in the house, alone with two children, a boy and a girl, the accused secured a chopper with which he hacked deceased so severely that he died. Two small children were also severely cut and the boy's injuries proved fatal. At or doing this thing the accused remained in the matched for some time, but before the police arrived he got some money from his wife and went off. In this case there would seem to have been some squabble between accused and deceased, but in his statement accused said his reason for committing the crime was because deceased wouldn't work.

Evidence was called, and the case adjourned.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUNISH JUDGE).

A WASHMAN'S CLAIM.

Yee Wo, washman, sued Louis Comar of the Cosmopolitan Hotel to recover \$16.68 due for washing. There was a cross action in which defendant sought to recover \$34 from the plaintiff, being for value of one blue serge suit and a mosquito curtain which the washman did not return.

Yee Wo having given his evidence concerning the claim,

Defendant asked—Didn't I pay you \$5 in twenty-cent pieces?—No, if it was paid I would not sue you.

His Lordship—Perhaps he didn't like \$5 in 20-cent pieces. It's not a legal tender. Who paid it?

Defendant—My daughter paid it. Laura Comar was then called and said the washman's bill would be correct if the missing clothes were returned. She had lost one navy blue suit and a mosquito net.

His Lordship—The only thing I don't quite understand is this, this washing bill is \$16.68 and you're lost clothing to the amount of \$34. Why did you give him \$5 after that?—Because he promised to find the missing clothing.

The washman then questioned witness. How is it when I went to you again and again and asked for money that you never mentioned the missing clothing?—I did. How is it you waited so long before suing me for this amount?—Because it pleased me not to sue, I did not bring the action before. Now you must not tell lies; you must tell the truth.—I'm telling the truth.

How is it you were so friendly as to give me \$5 after I lost the things?—Because you said you were sure you would be able to get them back from some of your other patrons.

His Lordship entered judgment and costs for Mr. Comar.

THE LATE MR. WEI ON.

Before proceeding with the day's business at the Supreme Court yesterday His Honour the Chief Justice, who was accompanied on the bench by His Honour the Punish Judge, referred to the death of Mr. Wei On. Sir Henry Berkeley, K.C., Dr. Ho Kai, and a large number of solicitors besides many officers of the Court were present.

The Chief Justice said—Before proceeding with the business of the day I think it is fitting that I should say a few words in expressive of the very great regret and deep sorrow with which we have all heard of the painfully sudden and premature death of our friend Wei On. The regret we hold more acutely because some of us were away on holiday when the news came to us, and were so prevented from paying the last tribute of respect to the remains of our colleague. Wei On was a man of many virtues, but those which appealed to us most in Hongkong were the keenness and thoroughness which he acquired at Orléans and Oxford, and which characterised all his native country, and which characterised all he did both in play and work. I think I am right in saying that everybody knew the high traditions of his profession were safe in his hands. I know I am voicing the feelings of all the members of his profession when I tender to the members of his friends expressions of our most profound sympathy in the loss they have suffered.

The Punish Judge—I agree.

The Attorney-General—The profession feel very deeply the loss they have suffered by the sudden death of Wei On. He was a very smart scholar from a well-known English public school and university, and joined a well-known firm of solicitors to practise in this Colony. I am sure the whole of the profession join in the expressions of regret which have fallen from your Lordship.

FUNNELS AND FLAGS.

"THE MAN FROM COOK'S."

We understand that the Japanese Railway Bureau has appointed the branch offices at Yokohama and Hongkong of Messrs. Thomas Cook and Son, agents for the sale of railway tickets for all the Government lines. This will be a great convenience to foreign visitors to Japan.

GERMAN STEAMER ARMORE.

The German steamer *Tierstein*, Captain Anderson, has stranded outside the port of Muroran, in the Hokkaido. The vessel was bound from Portland, Oregon, U.S.A. for Shanghai with lumber, and called at Muroran for coal. It was after coaling that the vessel stranded, and although no serious damage to the steamer is reported, it is feared that operations for refloating will be very difficult, owing to the large number of sunken rocks at the spot where she has stranded.

A BOAT WITHOUT A MASTER.

The case was concluded in which Constable Unwin proceeded against Messrs. Blackhead and Co. for allowing the motor launch *Cassie* to ply without having on board a master holding either a certificate of qualification recognised by the Board of Trade, or a certificate of competency from the Harbour Master of Hongkong. Commander Taylor, the Marine Magistrate, held that the launch was not plying for hire and dismissed the case, but said that in future cases of this kind he would have to record a conviction. Mr. Looker, of Messrs. Dawson, Looker and Dawson, appeared for the defendants.

FRENCH CRUISER ABOARD.

News reached Hongkong yesterday that the French cruiser *Charyb* had gone ashore on a steep headland close to the entrance to Shanghai. The extent of the damage is not at present known, but the Danish tug *Protector* left Hongkong yesterday afternoon to save the cruiser. The *Charyb* is a vessel of 4,750 tons, of 3,500 horse power and has a crew of 190 men. Built at Bordeaux in 1895, she is fitted with Belleville boilers and has a crew of 370. Her armament consists of two 7.6, six 5.5 and ten smaller guns, while she has four torpedo tubes (above water).

BRAVE GREEN SEAMAN.

The Captain of the British steamer *Forest Dale*, which arrived in Singapore on May 10, reported at Colombo the death of a seaman between Suez and Colombo, and the brave attempt at rescue made by a Greek seaman on the same ship. The incident took place on April 29th. The Captain states that he was in the chart room when he heard a "man overboard." He at once rushed on the upper bridge, where David, a seaman, told him that Percy Richards had fallen into the water from the port harbour deck, and that he was a good swimmer. The steamer stopped, and a life buoy was thrown overboard from the upper bridge. Some planks were also thrown overboard by people on the main deck. While a boat was being got ready, the ship made a circle, and the Captain saw out to him through the megaphone to swim to the life buoy. Richards kept on swimming to the ship, however. He either did not hear the Captain or had some special reason for swimming towards the ship. Heaving lines were thrown to Richards, but they were found to be too short. At this stage, without any warning, a Greek sailor named Lazarus jumped overboard and swam to Richards. The latter grasped Lazarus from behind with both arms; and when Lazarus freed himself Richards again grasped him round the waist, and both went under. Lazarus got free again and came to the surface but Richards was not seen after that. Lazarus went to one of the life buoys and was taken on board. It is believed that Richards was the victim of four sharks, which were close by at the time.

SHANGHAI BANKS AND SHIPPERS.

The following circular, dated May 10th, has been issued by the foreign Exchange Banks at Shanghai:—"The foreign Exchange Banks have recently had under discussion the system at present in vogue with the Shipping Companies of issuing Bills of Lading marked 'Freight payable in Shanghai' or 'Freight to be collected in Shanghai.' It must be quite evident that this method provides an adequate security for the Banks, as it is possible that the freight might not be paid before the arrival of the goods at their destination, in which case the Shipping Companies would probably endeavour to stop delivery until their claim had been satisfied. The Banks see no reason why they should consent to the Shanghai Companies giving credit without accepting any risk or responsibility, and in order to safeguard their interests they have decided that in the future when freight is payable in advance, Bills of Lading which are not clearly marked 'Freight paid' and the words 'initiated by a responsible officer of the Shipping Company interested'."

LATEST STEAMER MOVEMENTS.

The C.P.R. str. *Empress of China* left Vancouver for Hongkong via usual ports of Call on Tuesday the 14th inst. at p.m.
The British str. *Quaker* left Moji 18th May for this port and is due to arrive here on or about the 23rd May.
The D.S. Co. str. *Japan* from Calcutta left Singapore yesterday afternoon, and may be expected here on or about the 25th May.
The T.K.K. str. *America* from Yokohama on the 24th May, and is therefore due to arrive at Hongkong via Manila on the 3rd June.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 21st at 11.47 a.m.—The barometer has risen moderately in N.E. Japan, and fallen slightly on the E. coast of China.

Pressure remains high, between 0.1 and 0.2 inch in excess of the normal, over the Pacific in the neighbourhood of the Loochoos, and low, below the average by about 1.0 inch, over N. China.

Gradients continue slight in the South, and light to moderate E. and S.E. breezes may be expected in the Formosa Channel, and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood	E. to S.E. winds, light or moderate; fair.
Formosa Channel	Same as No. 1.
South coast of China between Hongkong and Loochoos	Same as No. 1.
South coast of China between Hongkong and Hainan	Same as No. 1.

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NOS. 3 & 5, **CARNARVON VILLAS,**
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 No. 15, Connaught Road, West.
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A HOUSE in WONG NEI CHONG ROAD.
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Hongkong, 22nd March, 1907. [102]




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For further Particulars, apply to
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Hongkong, 20th May, 1907.

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SWATOW & SHANGHAI	"YINGCHOW"	On 22nd May, 4 P.M.
KOBE	"TSINAN"	On 25th May, 4 P.M.
SWATOW & SHANGHAI	"KIUKIANG"	On 25th May, 4 P.M.
SWATOW & SHANGHAI	"SHAOSING"	On 28th May, 4 P.M.
MANILA, ZAMBOANGA, PORT DAEWIN, THURSDAY ISLAND, COOK TOWN, CAIENS, TOWNVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	On 8th June, 4 P.M.

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ANDING, VIA SWATOW AND AMOY	"FUKUSHU MARU"	WEDNESDAY, 29th May, at 8 A.M.
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FOR	STEAMERS	TO SAIL
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"BAYERN"	Wednesday, 22nd May, at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"SCHARNHORST"	About Wed'ay, 22nd May.
MANILA, NEW GUINEA, BRIS- BANE, SYDNEY & MELBOURNE	"PRINZ WALDEMAR"	Thursday, 23rd May, at Noon.
YOKOHAMA and KOBE	"PRINZ SIGISMUND"	About Friday, 31st May.
KUDAT and SANDAKAN	"BORNEO"	Saturday, 1st June, at 9 A.M.

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GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 11th May, 1907.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAVA	First half of May	JAPAN	Second half of May
TJIMAHY	JAPAN	Second half of May	JAVA PORTS	Second half of May
TJIBODAS	JAPAN	Second half of May	JAVA PORTS	Second half of May
TJIKINI	JAVA	First half of June	JAPAN	Second half of June
TJILATJAP	IN PORT	Second half of June	JAVA PORTS	Second half of June
TJILIWONG	JAPAN	Second half of June	JAVA PORTS	Second half of June

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.
Hongkong, 30th April, 1907.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be secured out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex s.s. "Britannia".
From Persian Gulf ex B. I. S. N. & B. & P. S. N. Co's Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 8 hours.

Goods not cleared by the 22nd inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 15th May, 1907.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLOMOND"

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 31st inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst., at 11 A.M.

No Fire Insurance will be effected by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 17th May, 1907.

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, SUZ, ADEN, BOMBAY, COLOMBO, PENANG, AND SINGAPORE.

THE Company's Steamship

"BERGHERZOG FRANZ FERDINAND,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

From Trieste, ex s.s. "Aurora," transhipped at Bombay.

From Trieste, ex s.s. "Korber," transhipped at Bombay.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Underwriter before Noon on the 24th inst., or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 24th inst. will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 17th May, 1907.

"SHIRE" LINE OF STEAMER LTD.

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO, LONDON, COLOMBO AND STRAITS.

THE Steamship

"CARDIGANSHIRE"

Captain Tiers, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst., at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 19th May, 1907.

NOTICES TO CONSIGNEES

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"KASATO MARU,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and stored at their risk into the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained.

All goods remaining undelivered after the 23rd inst., will be subject to rent.

All Claims to be broken, chafed and damaged goods are to be notified as immediately.

No Fire Insurance will be effected.

K. MATADA,
Manager.

Hongkong, 17th May, 1907.

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE AND SHANGHAI.

THE Company's Steamship

"TRIESTE,"

having arrived, Consignees of Cargo are hereby informed that Cargo will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Underwriter before Noon on the 24th inst., or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 24th inst. will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 19th May, 1907.

VESSLS ON THE BERTH

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

PEROUB BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"OCEANA"

Captain W. Hayward, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 1st June at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "MONGOLIA," 9,500 tons, from Colombo.

Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable all cargo for France, and The all the principal ports in connection with India, will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 20th May, 1907.

"GLEN" LINE OF STEAM SHIPS.

FOR LONDON, ANTWERP AND HAMBURG VIA SUZ CANAL.

THE Steamship

"GLENLOGAN,"

Captain J. McGregor, will be despatched as above on MONDAY, 3rd June.

For Freight or Passage apply to
McGREGOR, BROS. & GOW.

Hongkong, 16th May 1907.

REGULAR HONGKONG-CANTON LINE OF STEAMERS.

OF THE

COMPAGNIE FRANCAISE DES INDES ET DE L'EXTRÊME ORIENT.

S.S. "PAUL BEAUT" 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN" 1,900 tons, 14 knots.

THE SPEEDIEST, MOST LUXURIOUSLY APPOINTED AND PUNCTUAL STEAMERS ON THE LINE.

Departure from Hongkong at 9.30 P.M. (Sundays Excepted).

Departure from Canton at 5.15 P.M. (Sundays Excepted).

These steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The COMPANY'S WHARF is at the end of WING LOK STREET (tram station).

For further particulars, please apply to
E. PASQUET & Co., Canton Agents.
BARRETT & Co., Agents.

Hongkong, 1st April, 1907.

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

AUSTRIAN.

Kaiser Franz Josef I, Austrian cruiser, 4,309, Capt. Ferdinand Bublly, 12th April—Singapore 6th April.

CHINA.

Alouette, river gunboat, Lieut. Millat, Cochinchina.

Argus, gunboat, 123 tons, guns, 500 h.p., Lieut. Jeanne, Canton.

Caronde, gunboat, Lieut. Kerchaal, Saigon.

D'Assas, cruiser, 4,000 tons, 31 guns, 9,500 h.p., Com. Baie d'Along.

Decide, gunboat, 545 tons, 19 guns, 1,900 h.p., Lieut. Comdr. L'Est, Haiphong.

D'Entrecasteaux, French cruiser, 2,000, Capt. Traou, Hongkong.

Desarres, cruiser, 3,885 tons, 14 guns, 5,500 h.p., Commander Amet, Baie d'Along.

Dupetit Thours, armoured cruiser, 10,014 tons, Capt. Passerat de Silans, Saigon.

Esturgeon, submarine, Saigon.

Francisque, destroyer, 330 tons, 7 guns, 6300 h.p., Lieut. Garreau, Hongkong.

Gueyden, cruiser, 9,500 tons, 36 guns, 20,200 h.p., Captain Ridoon, Saigon.

Guichen, protected cruiser, flagship of Rear Admiral Boisse, Captain Traou, Saigon.

Henri, Riviere, gunboat, Lieut. Portier, Haiphong.

Jacquin, river gunboat, Lieut. Le Corolle, Annam-Tonkin, reserve.

Javeline, destroyer, 330 tons, 7 guns, 300 h.p., Lieut. Sagot-Duvauroux, Saigon.

Kersaint, gunboat, 1,250 tons, 5 guns, 2,200 h.p., Comdr. Stanc, Saigon.

Lynx, submarine, Lieut. Armbruster, Saigon.

Montcalm, cruiser (Flagship of Vice-Admiral Richard, Commander in Chief), 9,700 tons, 12 guns, 19,800 h.p., Capt. Maréchal.

Monarque, destroyer, Lieut. Duchemin, Baie d'Along.

Oly, gunboat, Lieut. Grellet, Yangtze.

Pelito, gunboat, Lieut. Marchand, Tongka.

Perle, submarine, Saigon.

Pistolet, destroyer, Lieut. de Reinach-Worth, Baie d'Along.

Protée, submarine, Lieut. Glorieux, Saigon.

Rapier, destroyer, 330 tons, Lieut. Vincent de Brighignac, Saigon.

Redoutable, battleship, (in reserve) 9,437 tons, 8 guns, 6,071 h.p., Rear Admiral de Marolles, Saigon.

Sabre, destroyer, 330 tons, Lieut. Mallies, Hongkong.

Styx, armoured gunboat, 1,795 tons, 10 guns, 1,700 h.p., Lieut. Duc, Saigon.

Surprise, gunboat, 629 tons, 2 guns, 900 h.p., Lieut. Roque, Haiphong.

Taklong, gunboat, Yangtze.

Takou, destroyer, Com. Terquem, Saigon.

Vauban, torpedo-depot (reserve), 8,150 tons, 23 guns, 4,600 h.p., Lieut. Hongay.

Vigilante, gunboat, 123 tons, 7 guns, 500 h.p., Lieut. Bruguon, Canton.

GERMAN.

Fürst Bismarck, (flagship), 11,000 tons, 36 guns, 14,000 h.p., Kontr-Admiral Brunsing, Tsingtau.

Ilia, gunboat, 1,000 tons, 10 guns, 1,300 hp., Captain Kisel.

Jaguar, gunboat, 900 tons, 10 guns, 1,300 h.p., Commander Klose, Yangtze.

Leipzig, cruiser, Commandant, von Rothacker, Paulhon.

Luchs, gunboat, 850 tons, 10 guns, 1,344 h.p., Commander Harbo.

Niebo, cruiser, Commander Witschel.

Thetis, cruiser, 2,680 tons, 24 guns, 8,000 h.p., Captain Glätzl.

Tiger, gunboat, 900 tons, 10 guns, 1,300 h.p., Commander V. Abeken.

Tsingtau, gunboat, 170 tons, 5 guns, 1,300 h.p., Lieut. Bremer.

Vaterland, gunboat, Lieut. Toussaint.

Vorwärts, gunboat, tons, 3 guns, 500 h.p., Lieut. de Sposetti.

ITALIAN.

Marco Polo, cruiser, 3,600 tons, Capt. Constantino Verde.

PORTUGUESE.

Rio Lima, cruiser, 720 tons, 7 guns, Macao.

RUBIAN.

Askold, Russian cruiser, 6,500, Glisian, 4th April—Singapore 3rd April.

Lieutenant Dydmott, Russian gunboat, 66, A. S. Cherbina, 14th May—from Odessa.

UNITED STATES.

Colorado, armoured cruiser, Captain Sidney A. Stuntor.

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